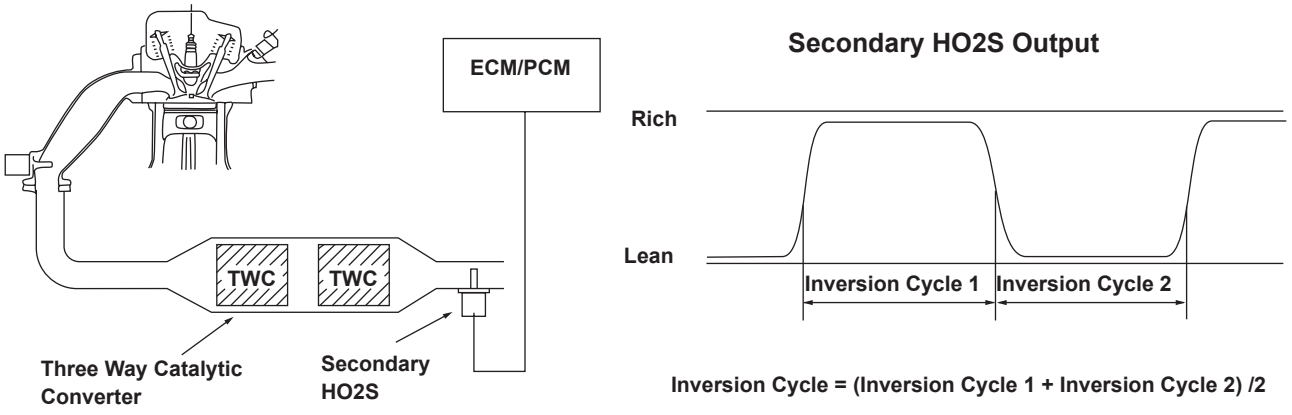
Advanced Diagnostics

DTC P0420: Catalyst System Efficiency Below Threshold



P0420-9671

General Description

The three way catalytic converter (TWC) is installed in the exhaust system. The TWC converts hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gas to water vapor, carbon dioxide (CO2), and dinitrogen (N2) simultaneously. The TWC adsorbs/releases oxygen during this process. This ability to adsorb oxygen deteriorates as the TWC performance deteriorates. The oxygen content after passing through the TWC can be monitored according to the inversion cycle of the secondary HO2S (Sensor 2). The engine control module (ECM)/powertrain control module (PCM) determines fuel feedback control by monitoring the secondary HO2S, and then calculates the average time of the inversion cycle of the secondary HO2S, whose waveform alternates between rich and lean. If the calculated cycle time is shorter than a predetermined time, the TWC performance is considered to be deteriorated and a DTC is stored.

Monitor Execution, Sequence, Duration, DTC Type

Execution	Once per driving cycle
Sequence	After judged OK for the secondary HO2S
Duration	29 seconds or less
DTC Type	Two drive cycles, MIL ON

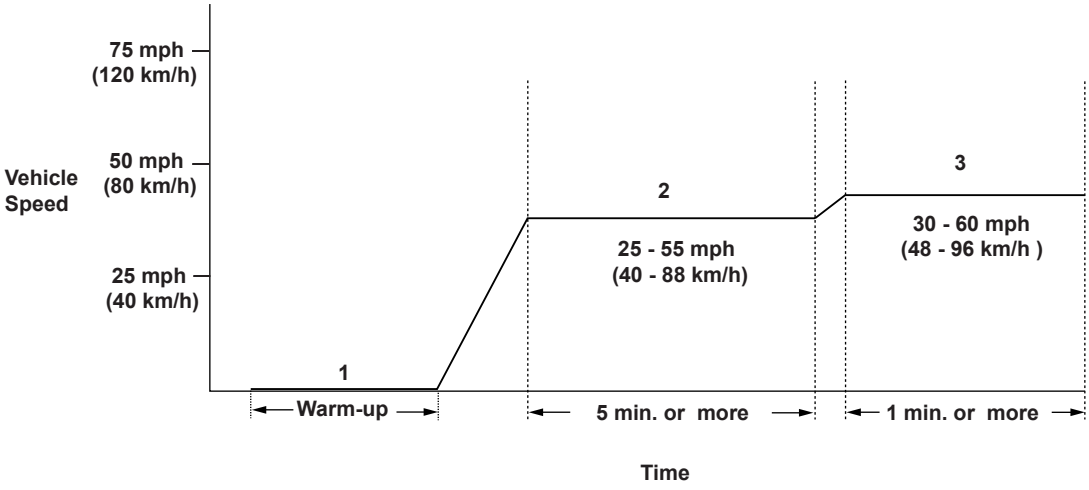
Enable Conditions

Condition	Minimum	Maximum
Engine coolant temperature	160ºF (71ºC)	212ºF (100ºC)
Intake air temperature	32ºF (0ºC)	—
Engine speed	1,250 rpm	2,500 rpm
MAP value	21 kPa (161 mmHg, 6.3 in.Hg)	68 kPa (510 mmHg, 20.0 in.Hg)
Vehicle speed	26 mph (41 km/h)	62 mph (100 km/h)
Fuel trim	0.73	1.47
Atmospheric pressure	77 kPa (578 mmHg, 22.7in.Hg)	—
Fuel feedback	Closed loop	
Monitoring priority	EVAP	
No active DTCs	ECM/PCM, Primary HO2S, Primary HO2S Heater, Secondary HO2S, Secondary HO2S Heater, MAP, CKP, ECT, TP, CYP, IAT, EGR, BARO, VSS, VTEC System, Fuel System, Misfire	
Other	The TWC temperature is high enough	

Malfunction Threshold

It is retained that the inversion cycle time of the secondary HO2S is not more than 1.4 - 3.6 seconds.

Driving Pattern



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1. Start the engine. Hold the engine at 3,000 rpm with no load (in park or neutral) until the radiator fan comes on.
2. Drive the vehicle at a speed between 25 - 55 mph (40 - 88 km/h) for at least 5 minutes.
3. Then, drive immediately at a steady speed between 30 - 60 mph (48 - 96 km/h) for at least 1 minute.

- If the EVAP monitor runs instead of the HO2S monitor, turn the engine off, then restart it, and the HO2S monitor will restart.
- If you have difficulty duplicating the DTC, retest after turning off electrical components such as the audio system and A/C, and try a different gear position.
- Drive the vehicle in this manner only if the traffic regulations and ambient conditions allow.

Diagnosis Details

Conditions for illuminating the MIL

When a malfunction is detected during the first drive cycle, a Temporary DTC is stored in the ECM/PCM memory. If the malfunction recurs during the next (second) drive cycle, the MIL comes on and the DTC and the freeze frame data are stored.

Conditions for clearing the MIL

The MIL will be cleared if the malfunction does not recur during three consecutive trips in which the diagnostic runs.
The MIL, the DTC, the Temporary DTC, and the freeze frame data can be cleared by using the scan tool Clear command or by disconnecting the battery.